

About Your LAA Coach

Ian Atherton



I started gliding whilst at college in Sheffield where I graduated with teaching degree. This led me into power flying, glider tow-plane flying and TMGs, which inevitably lead me to a career in commercial aviation. I started my professional flying on the legendary STOL DHC-6 Twin Otter. This in turn lead to larger turbo-props and then jet aircraft. I currently work as a short-haul airline Captain. I have 12000+ hours, including 1500+ on light aircraft (mainly tailwheel types – e.g. Cubs, Chipmunk, Auster, etc.) and 1500+ on gliders. I have flown around 100 types of aircraft & gliders including many tailwheel SEP types.

I am Class Rating Instructor on SEP, and an FI on TMGs. I am also a BGA Full Rated Gliding Instructor. I am a member of the Vintage Aircraft Club and have previously owned shares in an Aeronca Chief and a Rollason Condor. I currently hold shares a Fournier RF4D motor-glider and a 1947 Mraz M1C Sokol (Falcon). Additionally, I am fortunate to also regularly fly SF25C Rotax Falke / Falke 2000, Jodel DR200 and C42 Ikarus 3-axis Micro-light.

I live near Banbury, so I can easily reach much of Oxfordshire, Warwickshire and Northants. I am happy to provide coaching and differences training to suit your needs, including tailwheel, monowheel, variable pitch props, SEP/TMG conversions, glass-cockpit, etc. I am available for "biennial" revalidation flights and currency/recency instruction. I am also happy to coach less experienced pilots in areas which they may

feel apprehensive such as flying in controlled air space, attending fly-ins, etc. My aim is to enhance both understanding and enjoyment. I am keen to encourage grass roots flying and spread the word that you do not need to be wealthy to fly and/or own an aircraft.

It is best to make initial contact with me by email.